

Udorn, Thailand

Ref. Nr. BMUTH-L71-067

Captain S. T. Jordan  
President  
FEPA, Udorn Chapter

23 January 1971

REC'D WAS FEB 2 1971

Dear Captain Jordan:

Your letter of 22 December 1970 requesting authority for FEPA to establish a Scheduling Committee at Udorn was referred to VPFO for consideration on a system-wide basis. VPFO memorandum (VPFO-71-034) dated 19 January 1971 has answered our query and in his reply he "subscribes wholeheartedly" to your proposal.

Therefore, we also approve your request and ask that your Committee Chairman (Capt. L. E. Henesy) establish communications channels with CP/RW and together they should work out a plan of mutual consent in order that the Committee's goals can be fulfilled. You should advise the FEPA Scheduling Committee that Crew Scheduling is a function of the Chief Pilot's office and therefore any proposed changes in policy, procedures, etc. etc., should be directed to the CP/RW and not direct to Crew Scheduling. We would also appreciate your periodic review of the Committee's activities and would welcome your written evaluation of their progress in solving scheduling problems.

Very truly yours,

AIR AMERICA, INC.

Original Signed By:  
C. J. Abadie, Jr.

C. J. Abadie, Jr.  
Base Manager

4 - 2/2/71

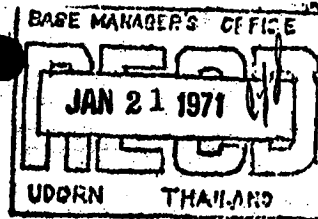
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VPFO  
VP-L  
CP/RW  
FEPA file  
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MCOR -

APPROVED FOR  
RELEASE ☐ DATE:  
24-Sep-2009

# MEMORANDUM



TO : ~~BM UTH~~  
FROM : VPFO  
SUBJECT: FEPA Scheduling Activities

DATE: 19 January 1971

REF. No. VPFO-71-034

REC'D WAS FEB 2 1971

Ref: (1) BM UTH IORS 70-409  
(2) 22 December 1970 letter to BM UTH from Capt. Peyton,  
FEPA

Pilot participation in the development of scheduling policies and procedures is a tenet established in the FEPA Agreement to which Operations management subscribes wholeheartedly. It reflects the fact that the pilots, collectively or individually, can be the source of imaginative, realistic ideas for efficient utilization of their time and talents. Proper management of these assets is complex, and because of the high costs involved, deserves the best effort by all concerned. Pilot participation in scheduling is not, therefore, a right granted to FEPA under duress, but rather an invitation extended to all pilots to enlist their assistance.

The intent of the specific provisions of Section Six of the Agreement is that the pilots and supervisory personnel responsible for crew scheduling (Chief Pilot, Manager Crew Schedulers, Administrative Assistant to Chief Pilot, as examples) will periodically review scheduling practices and results with the view toward improving pilot utilization. The mechanical details of such review process are purposefully left open to determination by each Base, reflecting variations in program requirements, pilot manning, etc. The Association has designated specific individuals to Scheduling Committees so that the number of pilots directly involved will be manageable. The Agreement does not abrogate supervisors' responsibility to make final determination of scheduling practice and policy, nor does it absolve responsibility to constantly evaluate and monitor results.

A skillful and enlightened approach to pilot participation in development of scheduling policies will produce a better understanding of scheduling problems by rank and file pilots and significantly reduce complaints. Several programs throughout the system are already enjoying the benefits obtained by such an approach. There have been some problems as well, particularly through misunderstanding of the necessity for supervisors to retain control over the scheduling staff. We suggest that your base, with its strong supervisory staff, is particularly well suited to the implementation of this scheme, and encourage you to lend it your personal support.

4-2/2/71

J. W. Walker, Jr.

cc: Reading File  
Subject File  
PRES ✓  
VP-L  
MF/RW

MCDR